

A Word of Thanks

WE COULDN'T HAVE DONE IT WITHOUT YOU

Thank you to the following employees and corporations who have donated or lent items which contributed to making the Amtrak 40th Anniversary Exhibit Train a success.

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Welcome Aboard Our 40th Anniversary EXHIBIT TRAIN

We hope you enjoy your journey through four decades of Amtrak® history as told through displays of historic images, memorabilia, and informative text description.



AMTRAK® - AMERICA'S RAILROAD™



Amtrak40th.com

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Welcome Aboard

AMTRAK'S 40TH ANNIVERSARY EXHIBIT TRAIN!

National Train Day – May 7, 2011 – kicks off the 40th Anniversary celebration, which will run through April 2012. After debuting at Amtrak® headquarters at historic Union Station in Washington, D.C., the Exhibit Train will tour the country, stopping at communities large and small. In addition to free tours of the train, many stops also include on-site activities geared towards children, as well as displays by local exhibitors.

When Amtrak began service on May 1, 1971, the United States had never had a truly national railroad company, but was instead served by dozens of regional systems. In its first few years, the company faced many challenges in deciding how to best run a service that stretched from the Atlantic to the Pacific Oceans, and from the Canadian to the Mexican borders.

Over the next four decades, Amtrak worked to refine the passenger rail experience. Modern equipment such as the streamlined “Amfleet” and the “Viewliner” cars were introduced along rail corridors in the East.

Travelers crossing the prairies, deserts, and majestic mountain ranges of the American West still enjoy the stunning views of the natural scenery from the bi-level “Superliner” cars, especially in the Sightseer Lounges that offer oversized, panoramic windows. From a distance, the shiny, silver car

exteriors are recognizable by their bold, linear paint schemes. Although they varied through the years, (Amtrak has used several distinct “phases” of paint scheme) the schemes have generally integrated the corporate colors of red, white, and blue.

Between 1971 and today, several classes of diesel-electric and electric locomotives were introduced and maintained to ensure safe and reliable service. In 2000, Amtrak inaugurated North America’s first high-speed train, the *Acela Express*®, along the densely populated Northeast Corridor from Washington, D.C.



to Boston. The sleek design of the *Acela* allowed it to reach speeds of up to 150 mph, putting Amtrak at the forefront of a new era of American railroading.

Through the display of artifacts and memorabilia—much of it donated or lent by former and current employees—the 40th Anniversary Exhibit Train tells the remarkable

story of Amtrak’s advancement from a fledgling company to a leader in American passenger railroading and high-speed rail initiatives. In 40 years of growth and change, the dedication of Amtrak’s employees has ensured a safer, greener, and healthier service. In 2010, Amtrak carried a record 28.7 million passengers.

Led by a diesel-electric locomotive arrayed in an historic Amtrak paint scheme, the Exhibit Train includes three baggage cars that have been renovated and transformed into exhibition space through the addition of display cases. The major events and achievements of four decades are conveyed through advertising materials, photographs, and other items. Mannequins representing on-board staff and passengers wear vintage fashions, and tables are set with china and flatware originally produced for trains such as the *Southwest Chief*® and the *Silver Meteor*®.

At the rear of the train, in a reconfigured Amfleet Cafe car, visitors may browse the gift shop. There are also many items that commemorate the 40th Anniversary, including *Amtrak: An American Story*, an illustrated company history written by current employees with chapter introductions composed by past and present Amtrak leaders. In addition, a documentary DVD explores the history of Amtrak and its importance to the nation’s transportation network. A full selection of the gift items can also be viewed on the Amtrak 40th Anniversary website, www.Amtrak40th.com.



Featured Equipment

AMTRAK'S 40TH ANNIVERSARY EXHIBIT TRAIN!

P40 822, built for Amtrak in 1993 by General Electric in Erie, Pa., this 4,000 horsepower locomotive will provide the pulling power for the Exhibit Train. It was originally based out of New Orleans, operating on various long distance routes. Later, the 822 was reassigned to Albany, N.Y., operating in the Northeast until it was deemed surplus and stored in 2003. It was selected as one of the 15 P40 locomotives to be upgraded and returned to service as a stimulus project.

NPCU 406, built for Amtrak in July 1988 by General Motors’ Electro-Motive Division as 3,000 horsepower F40PH locomotive number 406, was rebuilt as Non Powered Control Unit number 406 in 2011 at the Beech Grove, Ind., maintenance facility. As a locomotive, the 406 operated on various routes prior to being stored in 2001. It was slated to become a NPCU to augment the push-pull fleet, and chosen to be part of the Exhibit Train because it will allow the train to operate in either direction without having to be turned around. It will also provide Head End Power (HEP) to power the lights and HVAC systems onboard the train.

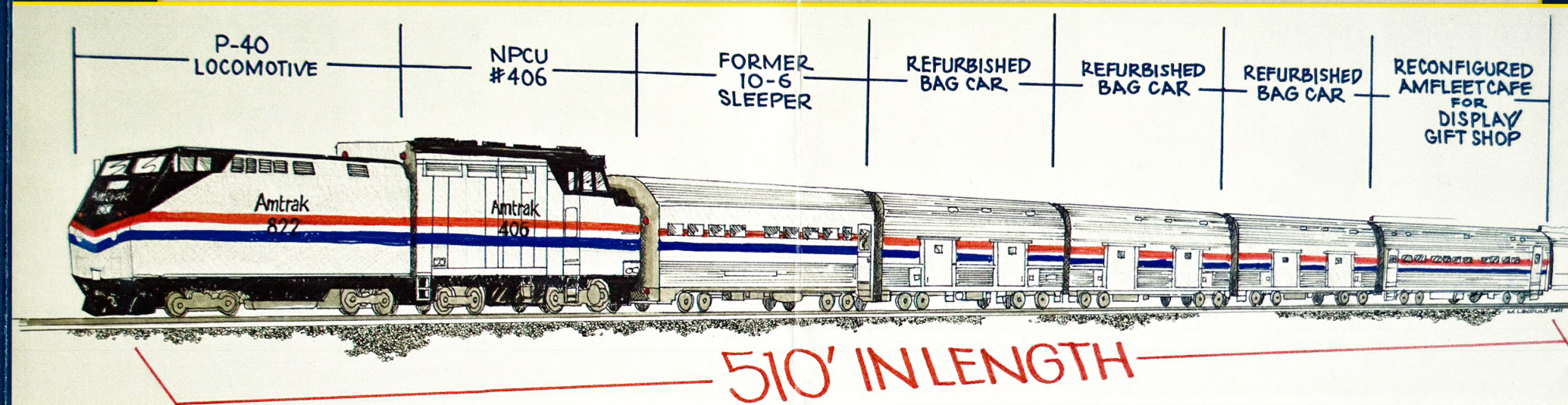
Sleeper 10020, built in 1950 by the Budd Company for the Union Pacific as Sleeper number 1404 and named *Pacific Bend*. With a configuration of 10 roomettes and 6 double bedrooms, it came to Amtrak in 1971 as Sleeper 2603. It was upgraded from steam heat to HEP in 1977 and renumbered 2903. In 1997, the car was converted for service as a crew dormitory for use on eastern long distance trains, and was renumbered 2504. Stored in 2006, the car remained inactive until 2007, when it was modified for use by the Amtrak Police Department as a Special Communications Car. It was renumbered 10020 and renamed *Pacific Command* at that time. The original name, *Pacific Bend*, has since been restored.

Display Car 10095, built in 1953 by the Budd Company, started life as Baggage car number 3512 for the Atchison, Topeka & Santa Fe (ATSF) railroad. Upon transfer to Amtrak in 1971, it was renumbered as 1029, and later upgraded in 1978 from steam heat to HEP and renumbered to 1219. In 2000 this car was one of three Baggage cars rebuilt with bicycle racks for use on the *Twilight Shoreliner*® and was renumbered 1856. In 2005, the car was stored at the Beech Grove, Ind., maintenance facility due to mechanical problems. Selected for use on the 40th Anniversary Exhibit Train, it was the first of the three Display Cars to emerge from Amtrak’s repair shops.

Display Car 10094, built in 1957 by the Budd Company as Baggage car number 3547 for the ATSF, this car was transferred to Amtrak in 1971 and was renumbered 1061. In 1978 it was upgraded from steam heat to HEP, and was renumbered 1228. Needing heavy repair, the car was stored in 2009 at the Beech Grove, Ind., maintenance facility until selected as one of the three 40th Anniversary Exhibit Train Display Cars.

Display Car 10093, built in 1953 by the Budd Company as Baggage car number 3535 for the ATSF, this car came to Amtrak in 1971 and was renumbered 1049. In 1978 it was upgraded from steam heat to HEP, and renumbered 1222. Needing repair and no longer fit for service, the car was stored in 2007 at the Beech Grove, Ind., maintenance facility until selected as one of the three 40th Anniversary Exhibit Train Display Cars.

40th Anniversary Store 85999, built for Amtrak by the Budd Company in 1976 as Amclub number 20130, featured a “split club” configuration of 18 club seats at one end and 23 coach seats on the other. In 2000, the car was converted to Capstone Cafe car 85004 for use on the newly branded *Acela Regional*® service. It was stored in 2005 due to an overabundance of food service cars of this type in the fleet.



History of Amtrak

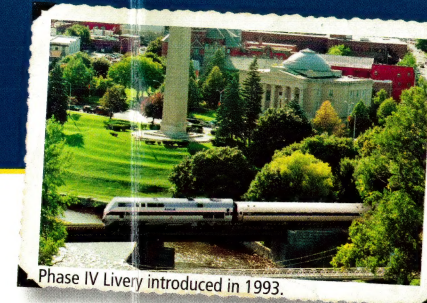
A PASSENGER RAILROAD FOR AMERICA

1970s As the result of the nation’s reliance on automobiles and increasing popularity of airplane travel that led to the declining use of passenger trains, Congress passed the Rail Passenger Service Act of 1970. This legislation established the National Railroad Passenger Corporation to take over the intercity passenger rail service that had been operated by private railroads. Amtrak began service on May 1, 1971 serving 43 states with a total of 21 routes. The challenges Amtrak faced in its first decade were diverse and complex. The new company had to create and operate a refined route system; establish an organizational framework; hire and train employees; upgrade and standardize rolling stock and station facilities acquired from predecessor railroads; develop designs for, and order, modern rail cars and locomotives; institute a comprehensive national reservations system; and craft an advertising campaign to inform the public about its services. Amtrak placed orders for new locomotives and passenger cars that replaced much of its inherited Heritage equipment. It also began overhauling and converting the remaining Heritage cars from conventional steam heat to Head End Power, the system used on Amtrak’s new equipment to provide heating, cooling and electricity. In 1976, Amtrak acquired the majority of the multi-track Northeast

Corridor between Washington, D.C. and Boston and began the \$2.5 billion Northeast Corridor Improvement Project to renew and upgrade the corridor with the goal of reducing trip time. As the decade closed, Amtrak discontinued service on several significant routes throughout the country as part of a restructuring plan required by Congress.

1980s In its second decade, Amtrak and its passengers fully realized the benefits of the improvements and initiatives that Amtrak began during the 1970s. The high-speed Washington, D.C.-

New York City *Metroliner*® Service was improved with new equipment and faster schedules. Most western long distance routes gained new bi-level “Superliner” cars, featuring upper level dining rooms, Sightseer Lounge cars with movies and wrap-around windows for viewing, and sleeping car rooms with showers. Steam-heated passenger service ended in 1983 when the *Silver Star*® between New York and Florida was converted to Head End Power equipment. That same year, Amtrak took over the operation of the popular *Auto Train*®, a unique service carrying passengers and their motor vehicles between Lorton, Va., and Sanford, Fla. Another 1983 highlight was restoration of Chicago-to-Oakland service to the legendary *California Zephyr*® route through Colorado’s Rocky Mountains. In 1988, Amtrak achieved two major milestones when it first carried more passengers between Washington, D.C. and New York City than all of the airlines combined, and Washington Union Station reopened after an extensive and celebrated rehabilitation. Following that restoration, Amtrak’s corporate headquarters were relocated to Washington Union Station, where they remain today.



1990s Throughout the 1990s, important projects were undertaken on both coasts. Passengers in California gained additional state-supported trains and routes, and new bi-level passenger cars. In the Northwest, distinctive Talgo trainsets were placed into service on the *Amtrak Cascades*® route.

However, during the mid-1990s, reduced funding from the federal government resulted in the elimination of some routes and reductions in service on others. In response, eight states provided financial support to preserve or restore some of the affected trains. On the East Coast, plans were developed for the introduction of 150 mph high-speed rail service on the Northeast Corridor. The key factor in this effort was the electrification of the line from New Haven to Boston. To make maximum use of the potential of the new electrification system, Amtrak partnered with Bombardier Transportation to design, build and introduce the fastest train in North America – *Acela Express*.

2000s As the new millennium dawned, Amtrak completed electrification from New Haven to Boston. On December 11, 2000, the first *Acela Express* high-speed trainset, traveling at speeds of up to 150 mph, operated between Washington, D.C. and Boston. Following the success of the new *Acela* service, the *Metroliner Service* concluded operation in 2006 after 37 years. Although there was much to celebrate, the company again faced grave financial troubles in 2002, as reduced federal funding and unsuccessful efforts to comply with a mandate to cover all operating costs from revenues brought Amtrak to the brink of bankruptcy. This was avoided through a loan agreement made with the U.S. Department of Transportation, and increased federal funding enabled Amtrak to begin the task of restoring infrastructure and equipment to a state of good repair. Nonetheless, the number of Amtrak passengers continued to grow significantly. By the end of its fourth decade, Amtrak had won 69 percent of the air-rail market between New York City and Washington, D.C., and carried more people between New York City and Boston than all of the airlines combined. State support led to service improvements and expansion, including restoration of passenger rail service to Maine after a 36-year absence, significant increases in train frequencies and ridership in Illinois, and a partnership with the Commonwealth of Pennsylvania under which the Philadelphia-Harrisburg Keystone Corridor was upgraded for 110 mph electrified service. The Great American Stations website was launched in 2007 to foster partnerships with communities interested in station revitalization. Congress passed the Passenger Rail Investment and Improvement Act of 2008, and the American Recovery and Reinvestment Act of 2009, which provided \$1.3 billion to Amtrak for capital investments as well as significant federal funding to states for improved and expanded Amtrak service and development of high-speed rail service. Amtrak is partnering with several states to develop and improve existing services. Long distance cars and electric locomotives to power *Northeast Regional*™ trains are on order from CAF, USA and Siemens. This is the first step toward implementation of a fleet plan that will deliver greatly improved equipment and additional capacity, and will complement and feed Amtrak’s plans for a new entry into New York City and an upgraded Northeast Corridor with top speeds of 220 mph.

